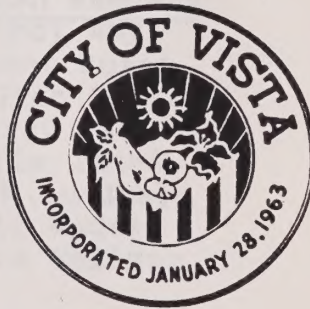


94 00526

CITY OF VISTA GENERAL PLAN LAND USE ELEMENT

Adopted March 28, 1988
CC Resolution #88-68
Exhibit "B"



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THE
LIGHTFOOT
PLANNING
GROUP

LAND USE ELEMENT STEERING COMMITTEE

The Land Use Element text was developed by a City Council appointed Steering Committee composed of both interested citizens and Vista Planning Commissioners. The Steering Committee included the following persons:

Planning Commission Memebers

Mary Chapman, Chairman
Geoffrey Baker
Fran Hannibal
Clancy Pollock
Alan Shada
Dalzell Williams

Citizen Members

Cindy Amy
Dianne Buran
Dr. Glen Goglia
Jerry Hart
Emile Ianni
Derek Lundberg
Neil Madsen
Lance Vollmer

Staff Assistance Provided By:

Bill Gutgesell, Planning Director
Jack Larimer

Consultant Staff-The Lightfoot Planning Group:

Ann Nussbaum, Project Manager
Paula Madson

THE HISTORY OF THE UNITED STATES

The first of the great events of our history was the discovery of America by Christopher Columbus in 1492. This event opened the way for the settlement of the New World by Europeans, and led to the development of a new civilization.

THE DISCOVERY OF AMERICA

Christopher Columbus was an Italian explorer who sailed across the Atlantic Ocean in 1492. He was looking for a new route to the East Indies, but instead he discovered the Americas.

Columbus's discovery of America led to the development of a new civilization. The first European settlers came to America in 1492, and they brought with them the tools and knowledge of European civilization. They began to build a new life in the New World, and they laid the foundation for the United States.

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Vista General Plan
Land Use Element

Ass Recommended for Approval
January 19, 1988
Planning Commission Resolution 88-4

Adopted by the City Council
March 28, 1988
City Council Resolution 88-68

Vista City Council
Gloria McClellan, Mayor
Eugene Asmus
Bernie Rappaport
Jeanette Smith
Nancy Wade

Vista Planning Commission
Fran Hannibal, Chiarmen
Dalzell Williams, Vice Chairman
Mari Basham
Gary Schaeffer
Alan Shada
Gary Smith
Donald Stafford

Wetland Inventory
Land Use Planning

For Review and Approval
January 24, 1988
Planning Commission Report 1988-01

Adopted by the City Council
March 14, 1988
City Council Resolution 1988-02

City of Chicago
City Hall, Room 100
Chicago, Illinois 60601
Telephone: (312) 321-1000
Fax: (312) 321-1001
Website: www.cityofchicago.org

Wetland Planning Commission
City Hall, Room 100
Chicago, Illinois 60601
Telephone: (312) 321-1000
Fax: (312) 321-1001
Website: www.cityofchicago.org

FEB 24 1988

CITY COUNCIL RESOLUTION NO. 88- 68

PLANNING DEPARTMENT
CITY OF VISTA, CALIF.
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VISTA, CALIF.,
AMENDING THE LAND USE ELEMENT OF THE GENERAL PLAN OF THE CITY OF
VISTA

APPLICANT: CITY OF VISTA
PLANNING CASE NO.: 86-081 & 87-269

WHEREAS, the City Council of the City of Vista has adopted a
General Plan for the City of Vista, including a Land Use and
Circulation Element; and

WHEREAS, over ten years have passed since the adoption of the
Plan; and

WHEREAS, comprehensive amendments have been proposed for said
Land Use Element; and

WHEREAS, the City Council, after receipt of recommendations of
the Planning Commission, conducted public hearings on the proposed
amendments to the Land Use Element; and

A. PC 86-081

WHEREAS, an Environmental Impact Report (EIR) was required for
the portion of the proposed amendment known as P.C. 86-081; and

WHEREAS, said EIR was completed and certified for this
portion of the amendment in accordance with CEQA; and

WHEREAS, the EIR was presented to the City Council; and

WHEREAS, the City Council reviewed and considered said EIR
prior to acting on the amendment; and

WHEREAS, said EIR identified significant environmental impacts
upon traffic flow, regional air quality, public finances and public
services; and

. . .

. . .

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1 WHEREAS, there are feasible ways to lessen or avoid the
2 significant environmental effects as follows:

3 a. Land use impacts are mitigated by the Site Development
4 and Specific Plan process.

5 b. All fiscal impacts are positive.

6 c. Traffic impacts are mitigated by planned street
7 construction and shortened trips.

8 d. Air quality impacts are mitigated by development
9 regulations and shortened trips.

10 e. Acoustic impacts are mitigated by site design and
11 construction techniques.

12 f. Public utility and service impacts are mitigated by
13 normal development fees and techniques.

14 g. School impacts are mitigated by developer fees and
15 design.

16 h. Park and Recreation impacts are mitigated by developer
17 fees and development standards.

18 i. Aesthetic, biologic, and cultural resource impacts are
19 mitigated by adherence to appropriate standards.

20 j. Geologic and hydrologic impacts are mitigated by standard
21 development techniques; and

22 B. PC 87-269

23 WHEREAS, a Negative Declaration was found complete for the
24 portion of the amendment known as P.C. 87-269; and

25 WHEREAS, said Negative Declaration is hereby approved; and

26 C. Public Interest

27 WHEREAS, the proposed amendments are necessary to reflect
28 changing conditions; and

1. The first step in the development of a new technology is the identification of the need for the technology. This is often done by the government or by the private sector. Once the need is identified, the next step is to develop a plan for the technology. This plan should include the goals of the technology, the resources needed, and the timeline for development. The plan should also include a budget and a list of the people who will be responsible for the development of the technology. Once the plan is developed, the next step is to start the development of the technology. This is often done by the government or by the private sector. The development of the technology should be done in a systematic way, with the goals of the technology being kept in mind. The development of the technology should also be done in a way that is consistent with the resources available. Once the technology is developed, the next step is to test the technology. This is often done by the government or by the private sector. The testing of the technology should be done in a systematic way, with the goals of the technology being kept in mind. The testing of the technology should also be done in a way that is consistent with the resources available. Once the technology is tested, the next step is to implement the technology. This is often done by the government or by the private sector. The implementation of the technology should be done in a systematic way, with the goals of the technology being kept in mind. The implementation of the technology should also be done in a way that is consistent with the resources available. Once the technology is implemented, the next step is to evaluate the technology. This is often done by the government or by the private sector. The evaluation of the technology should be done in a systematic way, with the goals of the technology being kept in mind. The evaluation of the technology should also be done in a way that is consistent with the resources available. Once the technology is evaluated, the next step is to disseminate the technology. This is often done by the government or by the private sector. The dissemination of the technology should be done in a systematic way, with the goals of the technology being kept in mind. The dissemination of the technology should also be done in a way that is consistent with the resources available. Once the technology is disseminated, the next step is to monitor the technology. This is often done by the government or by the private sector. The monitoring of the technology should be done in a systematic way, with the goals of the technology being kept in mind. The monitoring of the technology should also be done in a way that is consistent with the resources available. Once the technology is monitored, the next step is to update the technology. This is often done by the government or by the private sector. The updating of the technology should be done in a systematic way, with the goals of the technology being kept in mind. The updating of the technology should also be done in a way that is consistent with the resources available. Once the technology is updated, the next step is to repeat the process. This is often done by the government or by the private sector. The repeating of the process should be done in a systematic way, with the goals of the technology being kept in mind. The repeating of the process should also be done in a way that is consistent with the resources available.

1 WHEREAS, the proposed amendments would have many beneficial
2 effects, including reducing the intensity of land use in sensitive
3 areas, assisting in meeting the intent of Chapter 31A of the Vista
4 City Code, providing positive fiscal impacts, assisting in
5 conforming to the intent of the Community Facilities Element being
6 developed, and ensuring conformance with the design review
7 guidelines being developed, among other benefits brought forth
8 during public hearings on this matter.

9 NOW, THEREFORE, the City Council of the City of Vista FINDS,
10 RESOLVES, and ADOPTS as follows:

11 SECTION 1. All of the above recitals are true and correct.

12 SECTION 2. This amendment is the SECOND of a maximum four
13 allowable amendments to the Land Use Element in 1988.

14 SECTION 3. Findings. The City Council of the City of Vista
15 finds with regard to the portion of the amendment known as
16 P. C. 86-081 that:

17 A. Alterations have been incorporated into the project which
18 will mitigate, avoid or eliminate the significant effects as
19 identified in the EIR and recitals of this resolution. This
20 finding is based upon the recitals and the fact that the density of
21 the General Plan area has been reduced to lower overall impacts.

22 SECTION 4. The City Council further finds that pursuant to
23 Section 31A-2 of the City Code the adoption of all changes
24 contained in the proposed General Plan Amendment will result in a
25 net decrease in the resident population reflected in the Land Use
26 Element and that therefore an election is not required.

27 . . .

28 . . .

1 SECTION 5. The Land Use and Circulation Element of the
2 General Plan is hereby amended to change the designation of the
3 land uses for certain areas of the City of Vista to those set forth
4 in Exhibit "A" (the map) and Exhibit "B" (the text), attached
5 hereto, and by this reference, incorporated herein as though set
6 forth in full.

7 SECTION 6. The City Clerk is directed to endorse the
8 amendment as shown on said Exhibit "A" and Exhibit "B" in order to
9 indicate adoption of this resolution by the City Council, and
10 transmit a copy of this resolution to the Planning Commission, the
11 Director of Planning of the County of San Diego, and the San Diego
12 Association of Governments.

13 SECTION 7. Pursuant to Government Code §65358, the City
14 Council deems it to be in the public interest to amend the City's
15 General Plan as described in this amendment for the reasons given
16 under heading "C. Public Interest," of the Recitals above.

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1 PASSED AND ADOPTED at a regular meeting held on the 28th day o
2 March, 1988, by the Vista City Council by the following rol
3 call vote:

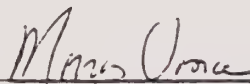
4 AYES: COUNCILMEMBERS: ASMUS, RAPPAPORT, SMITH, WADE & MCCLELLAN

5 NOES: COUNCILMEMBERS: NONE

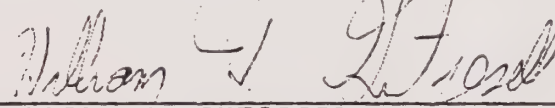
6 ABSENT: COUNCILMEMBERS: NONE

7 ATTEST:

8 
9 GLORIA E. MCCLELLAN, Mayor


10 
11 MORRIS VANCE, INTERIM CITY CLERK

12 CONTENTS APPROVED:

13 
14 WILLIAM H. GUTGESELL,
15 City Planner

DATED: 2 - 24 - 88.

16 APPROVED AS TO FORM:

17  ASSISTANT
18 RONALD E. NULL, City Attorney

19

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INTRODUCTION

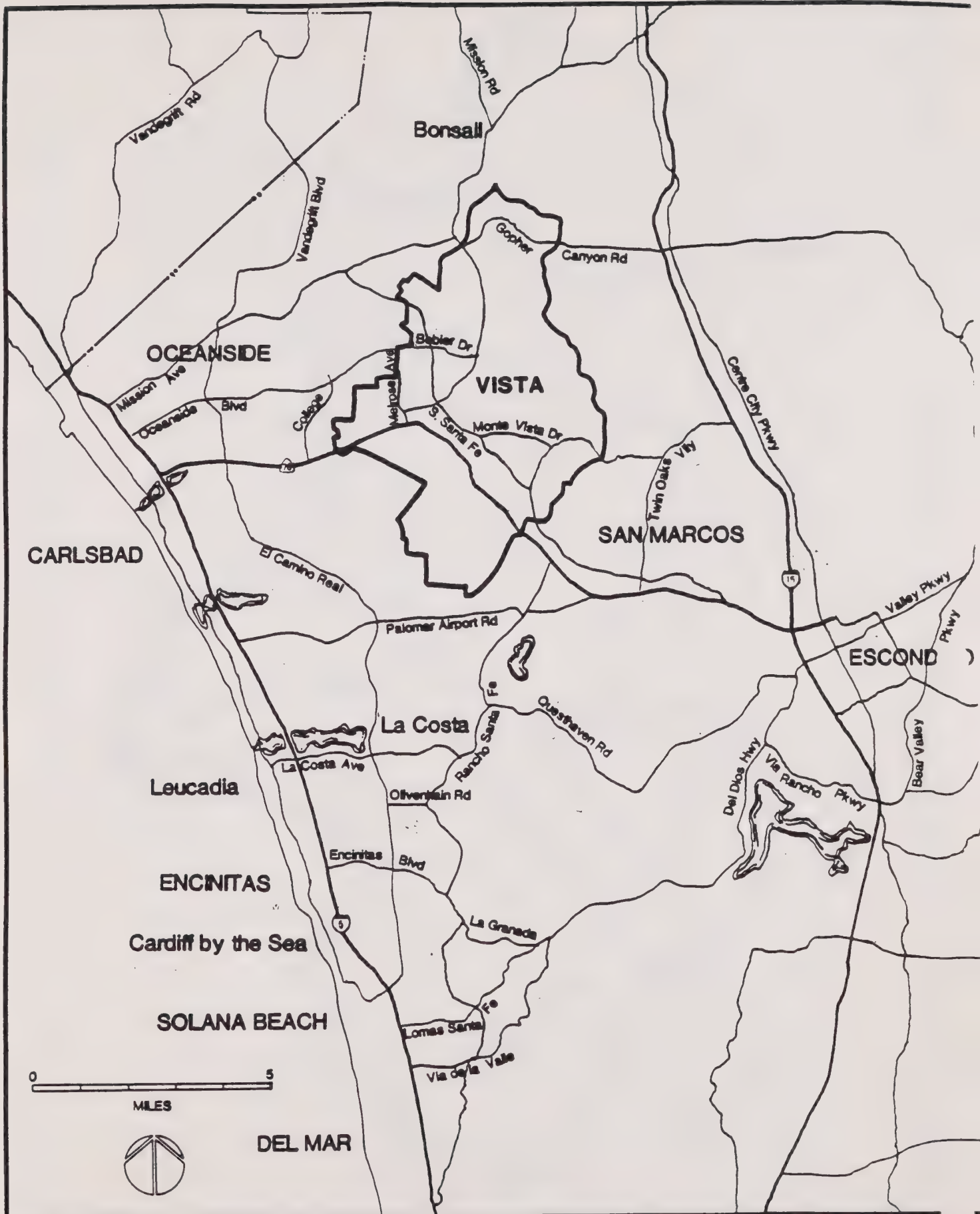
LOCATION

The City of Vista is located in the northern part of San Diego County, about eight (8) miles east of the Pacific Ocean, and approximately forty (40) miles due north of downtown San Diego (See Exhibit 1, Vicinity Map). The incorporated area of Vista occupies approximately 17 square miles while the Planning Area addressed in this Land Use Element extends further north, east and south to encompass a total of 34 square miles. (See Figure 2, Boundaries Map.) The Planning Area is surrounded by the cities of Oceanside to the west, Carlsbad to the south, San Marcos to the east and the rural communities of Bonsall and Fallbrook to the north.

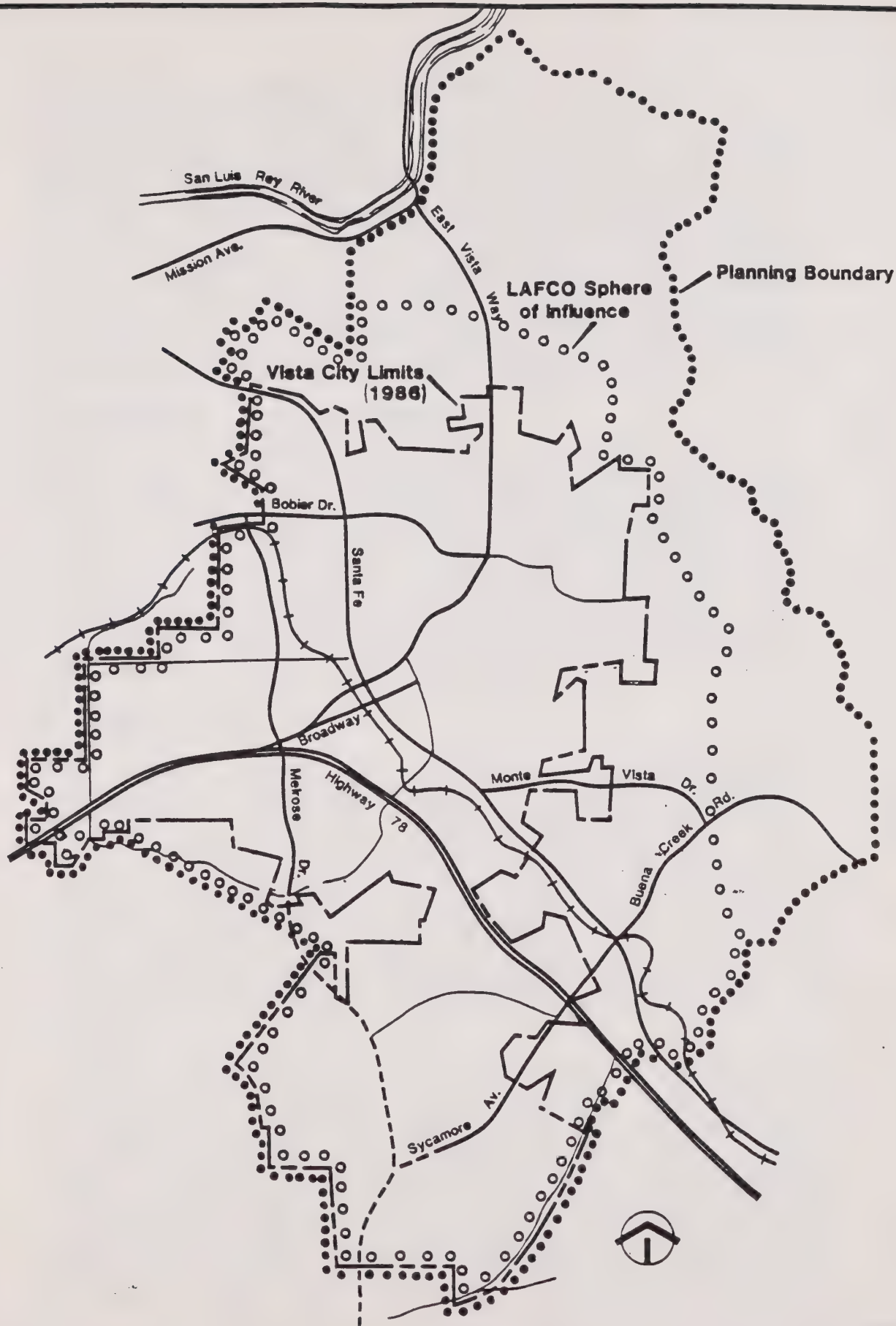
PURPOSE

The purpose of the Land Use Element is to provide a framework to guide the physical development of the City and to ensure that Vista continues to grow and develop so as to retain and enhance its "hometown" semi-rural image. The element establishes land use goals, objectives and policies to provide the decision-makers and private citizens with an understanding of the City's long range intentions related to growth and development patterns. Land use decisions for Vista will be based on this framework established for the City.

The element is a product of an extensive and in depth review process of the City's land uses by a committee composed of concerned citizens and the current Planning Commissioners. Several community-wide public workshops were held to receive as much community input as possible in reviewing and updating the Land Use Element. The recommended land use designations for the Vista Planning Area were based on consideration of the overall community goals, citizen input, compatibility with surrounding land uses, the circulation pattern and future growth needs of the City. The Committee's intent was to provide an orderly balance of land uses while retaining and enhancing the semi-rural atmosphere and preserving the City's environmental features and natural resources.



VICINITY MAP



PLANNING AREA BOUNDARIES

Exhibit
No.

2

STATE LAW REQUIREMENT AND AUTHORITY

The State of California mandates that each planning agency prepare and adopt a comprehensive, long-term General Plan for the physical boundaries which in the planning agency's judgment bear relationship to its planning (California Government Code Section 65300). The State requires the General Plan to include a Land Use Element, in order to designate the proposed general distribution and general location of the uses of land for housing, business, industry, open space, education, public buildings and grounds, and other categories of public and private uses of land.

RELATIONSHIP TO OTHER ELEMENTS

The Land Use Element of the General Plan forms the key to the entire General Plan document but does not stand alone in its guidance of the orderly growth of Vista. Other mandated elements of the General Plan are to be coordinated with the Land Use Element to provide an integrated, internally consistent and compatible statement of policies for the City. All elements adopted along with or subsequent to the Land Use Element will be consistent with the policies and goals stated in the Land Use Element.

BACKGROUND DATA

The City of Vista has developed as a predominately residential community with a family oriented, semi-rural atmosphere. Historically, Vista began over a century ago as a farming community with some cattle ranches. In 1950 the Henshaw Dam was constructed and provided Vista with an irrigation system. Vista then had a source of water and began to experience significant growth, particularly in single family 2-1/2 to 5-acre ranchettes. In 1963 Vista incorporated to establish local control so the community's values and ideals could be maintained and ensured.

The City is located inland from the coast and as such is affected by the cool ocean breezes. Its climate is rated ideal with this cooling effect, and has been an attraction for development of the area. The City's terrain varies from lowland areas along creek beds to steep slopes along the San Marcos Mountains to the east. Elevations range from approximately 250 feet to over 700 feet at the base of the San Marcos Mountains with the steep slope areas of the Mountains reaching 1,200 feet. Two major creeks flow through

the area, Agua Hedionda Creek and Buena Vista Creek. The San Luis Rey River is located to the north of the Planning Area along Mission Avenue. Vista is noted for its rolling terrain which adds to the rural atmosphere of the City.

LAND USE

Little has changed in the distribution of land in the Vista Planning Area since the 1976 Vista Land Use Element outlined areas for development. The Planning Area then, as now, contains approximately 22,000 acres of land with nearly 81 percent devoted to residential land uses and the remainder dedicated to uses other than residential including commercial, industrial, civic and open space.

Areas which have seen the most development since 1976 typically lie on the outskirts surrounding Vista. South Vista and the Shadowridge development increased the size and population of the incorporated area of the City since 1976 and through its development increased the street network and housing supply of the City. Also in this area is the Sycamore industrial park area which increased the industrial acreage of the City and its employment base. Areas to the north of the City have also developed recently. Along East Vista Way, and North Santa Fe, residential and commercial development has occurred in recent years which has increased the traffic and caused the need for infrastructure improvements in these areas.

The present acreage count by land use category can be found in Table 1. Open Space occupies 4.7 percent of the total land area which typically conforms to the mountainous areas to the east and the riparian areas. Residential land uses account for 80.8 percent of the total land area while commercial and industrial uses comprises 6.7 and 6 percent, respectively. Other associated land areas such as Civic Activities and Parks, account for the remaining 1.4 percent of the land.

Distribution of these land uses generally has the more intense residential uses in and around the inner core or downtown area, with residential uses having lower densities located further out toward the boundaries of the Planning Area. Commercial uses, on the other hand, are generally found as strip development along the major corridors such as North Santa Fe, East Vista Way and South Santa Fe. The

TABLE 1

ACREAGE COUNT BY DESIGNATION

CATEGORY		TOTAL ACRES	PERCENT OF TOTAL
Open Space	(OS)	1,043	4.7
Open Space Resid.	(OSR)	3,454	15.7
Rural Residential	(RR)	3,791	17.3
Low Density Resid.	(LD)	4,660	21.2
Med. Low Density Resid.	(MLD)	2,873	13.1
Medium Density Resid.	(MD)	1,634	7.4
Med. High Density Resid.	(MHD)	625	2.8
High Density Resid.	(HD)	603	2.7
Commercial Office	(CO)	73	0.3
Commercial Neighborhood	(CN)	402	1.8
Commercial General	(CG)	849	3.9
Commercial Service	(CS)	48	0.2
Central Business District	(CBD)	64	0.3
Comm. Industrial Service	(CIS)	32	0.1
Industrial Park	(IP)	206	0.9
Industrial General	(IG)	512	2.3
Research Light Industrial	(RLI)	588	2.7
Civic Activity	(CA)	188	0.9
Park	(PARK)	299	1.4
Planned Park Land		28	0.1
TOTAL		21,972	100

SOURCE: The Lightfoot Planning Group

January 27, 1987

downtown area of the City is a commercial center of an older "main street" variety. Uses found in these areas are commercial retail, office, and light service activities. Also, clusters of commercial sites are located adjacent to freeway access. Industrial activities in and around the City can be found in the older industrial area along Olive Avenue near downtown, along South Santa Fe outside of the present southeast boundary of the City and the new industrial complex in the form of a planned business park along Sycamore in the southern portion of the Planning Area. An older, but newly developed industrial area can also be found along north Melrose near the northwestern boundary with Oceanside near North Avenue. Dispersed throughout the City are Civic Activities such as schools, city buildings and storage yards.

A vacant land survey was completed as part of this Land Use Element study based on assessor's parcel information, aerial photo interpretation and field checks. The result of this survey indicated that approximately 4,600 acres of the Planning Area are currently vacant. The vacant land is primarily found as small parcels among developed areas and the outlying hillside areas.

RESIDENTIAL

INTRODUCTION

The residential component of the land use element consists of seven categories which provide the City with a variety of uses from large lot single family residential units to high density multi-family units. Approximately 17,640 acres or 80 percent of the City's planning area is devoted to residential uses as presented in Table 3 with the predominant categories being single family types of development.

Table 2

Vista Planning Area

Total and Percent Residential Acreage

Category		Total Acres	% of Total
Open Space Resid.	(OSR)	3,454	15.7
Rural Residential	(RR)	3,791	17.3
Low Density	(LD)	4,660	21.2
Medium Low Density	(MLD)	2,873	13.1
Medium Density	(MD)	1,634	7.4
Medium High Density	(MHD)	625	2.8
High Density	(HD)	603	2.7

The large percentage of land designated for low density development is consistent with the general intent of the City of Vista to preserve the rural residential nature of the City and the surrounding topographic features. Vista has a desirable setting for development at a lower density with the rolling hills and mountains in and around the City which helps maintain the "small town" atmosphere within the larger metropolitan San Diego County. The goals, objectives and policies outlined for residential development emphasize enhancement of this hometown, semi-rural character.

The following goals, objectives and policies apply to residential land categories in general. Policies that pertain to a specific residential classification are listed within that land use section.

GOALS, OBJECTIVES AND POLICIES

Goal: Ensure that the location, timing and intensity of residential development will maintain and enhance the quality of life for the people of Vista, and provide family oriented housing in a wide range of sizes and costs in order to promote and retain the community's hometown character and semi-rural atmosphere.

OBJECTIVE 1 - Maintain the existing residential character of Vista, characterized by large lot single family development, by encouraging land uses and intensities of development that are consistent with this image.

POLICY 1.1 - Maintain large lot single family development as the predominant land use in Vista, with a minimum lot size of 10,000 square feet, except for infill development and in order to provide a buffer between land uses.

POLICY 1.2 - Multiple family residential development shall be sited so as to enhance the residential character of Vista, and shall provide amenities such as open space, landscaping and architectural design that contribute to this character.

OBJECTIVE 2 - Provide flexibility in development standards which can accommodate neighborhood variations within the City of Vista. Alternative development standards for planned communities should be encouraged where appropriate to enhance their overall quality.

POLICY 2.1 - Develop design guidelines for residential development in Vista which address building quality standards, landscaping design and amenities emphasizing an impression of openness and individuality, with visual exposure to natural and open space features.

OBJECTIVE 3 - Require sufficient usable open space to balance the developed portions of multi-family developments in order to provide those residents recreational uses and activity areas.

POLICY 3.1 - Require private recreation facilities and usable open space or appropriate offsetting fees within residential projects to meet a portion of recreational needs.

POLICY 3.2 - Require appropriate offsetting fees for developments where recreational and activity areas are not sufficient and utilize those fees for development of recreation areas accessible to the development where fees were paid.

OBJECTIVE 4 - Require adequate offstreet parking in all residential developments.

POLICY 4.1 - Parking provided in residential projects shall meet established City standards for residential development.

OBJECTIVE 5 - Establish alternative development standards for residential areas within the Vista Planning Area which recognize the individual character of these areas, and will permit the existing character in such areas to remain at the time when annexation occurs.

POLICY 5.1 - Develop rural development standards in Low Density Residential areas (1/2 acre lots and greater).

POLICY 5.2 - Encourage annexation of property within Vista's sphere of influence, retaining the existing rural character for these areas.

POLICY 5.3 - Encourage solicitation of neighborhood input early in the development process.

OBJECTIVE 6 - Assist when there is displacement of lower income renters with incentive programs that promote fair displacement compensation to those low income category renters.

RESIDENTIAL LAND USE DESIGNATIONS

OPEN SPACE RESIDENTIAL (OSR)

The Open Space Residential category of the land use plan occupies approximately 3,454 acres of land within the Vista sphere of influence. The Open Space Residential category is typically found along the eastern mountainous area of the City where slopes are too steep to provide development at a higher

density. Slopes in the Open Space Residential category are predominantly over 25 percent, with significant slope area exceeding 50 percent. Based on topographic constraints, these areas are considered appropriate for development of large acreage lot sizes and very low density.

The preservation of slopes and maintaining the integrity of the hillside topography of Vista is a major concern. This category contributes to this preservation by limiting development in the area to a large minimum lot size. The larger lot sizes also contribute to the preservation of the rural character of the area. Animal husbandry and other agricultural uses are allowed in the Open Space Residential area under the guidance of conditions established in the Zoning Ordinance regarding such uses steep slopes are also suitable for avocado ranchettes.

OBJECTIVE 7 - Retain and enhance the semi-rural character of Vista by requiring adequate lot or building area that will preserve the natural features of the area while permitting development on other portions of the property.

POLICY 7.1 - Density in the Open Space Residential category shall be limited to one dwelling unit per 2.5 acres.

POLICY 7.2 - Single family detached structures shall be allowed along with other non-habitable structures ancillary to the support of agricultural or animal husbandry uses.

POLICY 7.3 - Clustering of single family detached units may be allowed where it would result in greater protection of topographic or environmental features on the property, as well as not have adverse effects on the surrounding properties.

Any clustered project in this category shall have a minimum lot size that is equal to or more than 50 percent of the standard lot size, and shall not exceed the allowed density within this designation.

POLICY 7.4 - Commercial agricultural uses are allowed and encouraged in this area.

RURAL RESIDENTIAL (RR)

The Rural Residential (RR) category occupies approximately 3,791 acres or 17 percent of the total Vista planning area. This designation is generally

located in the northern, eastern and southern portions of the planning area along Osborne Street, East Vista Way, Ormsby and Gopher Canyon Road and the Sunset Island areas. It features large lot single family detached development with the ability to have agricultural and some animal husbandry uses.

The Rural Residential designation is intended to enhance and preserve the rural atmosphere of the Vista Planning Area with the low intensity designated areas in the "outskirts" of Vista. The large lots associated with the Rural Residential designation are used to accommodate and enhance the topographic and environmental features such as riparian corridors and hillsides within and around the City.

OBJECTIVE 8 - Provide large lot residential areas within the Vista Planning Area to enhance and preserve the rural residential character of the community.

POLICY 8.1 - Density in the Rural Residential category shall be limited to one dwelling unit per one acre.

POLICY 8.2 - Rural Residential development shall be limited to single family structures along with non-habitable structures ancillary to the support of agricultural or animal husbandry uses.

POLICY 8.3 - Clustering of single family detached units may be allowed where it would result in greater protection of topographic or environmental features on the property, as well as not have adverse effects on the surrounding properties. Any clustered project in this category shall have a minimum lot size that is equal to or more than 50 percent of the standard lot size, and shall not exceed the allowed density within this designation.

POLICY 8.4 - Development in the Rural Residential category shall protect the integrity of Vista's hillside areas, with minimum disturbance to the property's natural topography and landscape features.

POLICY 8.5 - Encourage the continuance of agricultural and agribusiness land uses within the community which contribute to the semi-rural atmosphere, including agricultural uses provided in conjunction with large-lot residential development.

POLICY 8.6 - Within the Sunset Island area of the Vista Planning Area (See Exhibit 3), the following policies shall apply:

POLICY 8.6.1 - All development of residential lots shall be a minimum of one (1) acre in size.

POLICY 8.6.2 - Prior to annexation of this area into the City, a Specific Plan shall be prepared and approved which defines criteria and guidelines for animal husbandry uses that are consistent with existing San Diego County regulations for such uses in this area.

POLICY 8.6.3 - Development in this area shall conform to criteria as outlined in the said Specific Plan.

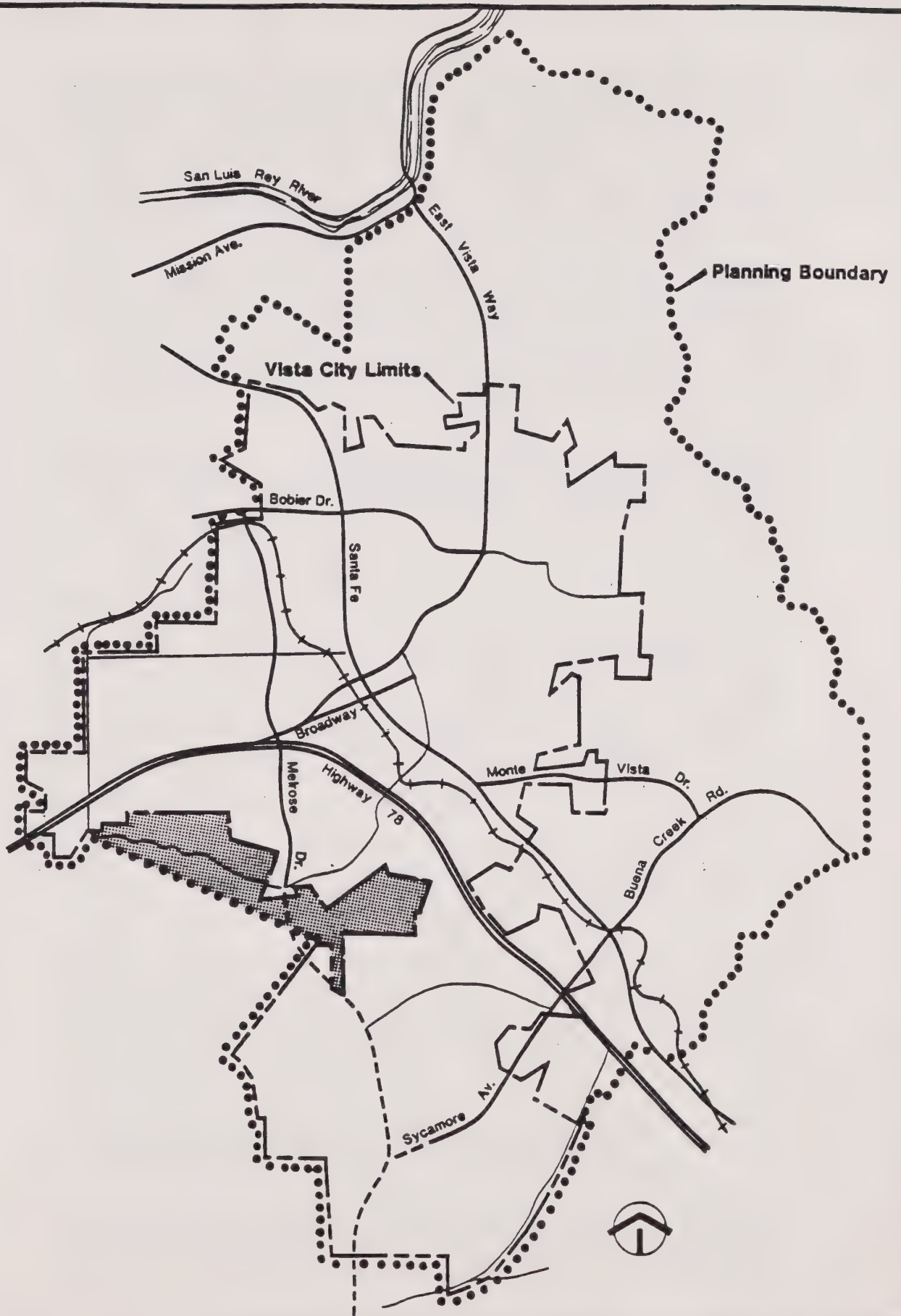
LOW DENSITY RESIDENTIAL (LDR)

The Low Density Residential category occupies the largest land area of all residential designations with 4,660 acres or 21.2 percent of the Vista Planning Area. The density range for this category would be from one to two dwelling units per acre. The Low Density Residential category can be found to a large extent along the boundary of the Vista City limits and County lands to the east and the south. The areas along Foothill Drive, Monte Vista Drive and Sunset Drive are the predominant areas of Low Density Residential.

This category fits well with the stated goals of preserving the residential atmosphere of Vista by providing for one-half acre lots in the Vista Planning Area. The Low Density Residential designation allows large lot single family areas which can be designed to preserve the topographic features of Vista.

OBJECTIVE 9 - Encourage Low Density Residential development to enhance the semi-rural residential character of the community.

POLICY 9.1 - Density in the Low Density Residential category shall not exceed two (2) dwelling units per acre.



SUNSET ISLAND AREA

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POLICY 9.2 - Single family detached units shall be allowed along with other non-habitable structures ancillary to the support of the agricultural or animal husbandry uses where permissible.

POLICY 9.3 - Clustering of single family detached units shall be allowed where it would result in greater protection of the topographic or environmental features of the property as well as not have adverse effects on the surrounding property. Any clustered project in this category shall have a minimum lot size equal to or more than 50 percent of the standard lot size, and shall not exceed the allowed density of the category.

POLICY 9.4 - Animal husbandry and commercial agriculture uses shall be allowed under zoning regulations set forth for such activities in the Low Density Residential area subject to minimum acreage limitations.

MEDIUM LOW DENSITY (MLD)

The Medium Low Density category of the Land Use Plan occupies approximately 2,873 acres of 13 percent of the land in the Vista Planning Area. This area accounts for many of the older single family developments with 10,000 square foot lots, such as the Alta Vista area of the City, the western section of Olive Drive, the Tower Drive area, and much of the property north and south of Bobier.

OBJECTIVE 10 - Maintain and encourage large lot single family uses in Vista, with a minimum lot size of 10,000 square feet, so as to provide family oriented housing in a wide range of sizes and costs.

POLICY 10.1 - Density in the Medium Low Density Residential category shall not exceed four (4) dwelling units per acre unless a density bonus is granted for lower income households, in which case the density may be five (5) dwelling units per acre.

POLICY 10.2 - Development in this category shall be only single-family detached housing encouraged at a minimum lot size of 10,000 square feet.

POLICY 10.3 - Clustering of single family detached units may be allowed where it would result in greater protection of topographic or environmental

features on the property. Any clustered project in this category shall have a minimum lot size equal to or more than 75 percent of the standard lot size and shall not exceed the allowed density of the category.

POLICY 10.4 - New Medium Low Density Residential projects shall be encouraged to have a variety of housing sizes and styles.

MEDIUM DENSITY (MD)

The Medium Density residential category occupies approximately 1,634 acres in the Vista Planning area or 7.4 percent of the total acreage. The Medium Density category is the lowest density category which allows multiple family dwelling units. The predominant use in the category should be single family detached structures with duplexes and townhomes permitted in certain circumstances. Some condominium and apartment development could be appropriate if clustering of the project is compatible with the adjacent developments. Clustering should be allowed where necessary to protect topographic and environmental features.

OBJECTIVE 11 - Encourage the use of smaller lot, or cluster single family developments with open space, to serve as transitional land uses for infill or buffer situations between larger lot residential and higher intensity residential or non-residential uses.

POLICY 11.1 - Density in the Medium Density Residential category shall not exceed ten (10) dwelling units per acre.

POLICY 11.2 - The predominant use shall be single family detached structures.

POLICY 11.3 - Duplexes and townhomes are acceptable alternatives to single family detached structures provided adequate access and compensating amenities (open space) are provided.

POLICY 11.4 - Clustering of development in this category shall be allowed in the form of apartments and condominiums to protect natural topographic and environmental features.

POLICY 11.5 - Multiple family projects should provide sufficient open space to balance the developed areas of the site.

MEDIUM HIGH DENSITY (MHD)

The Medium High Density category of the Land Use Plan occupies approximately 625 acres or 2.8 percent of the total land in the Vista Planning Area. This designation allows multi-family project development. The type of units developed in this category could range from small multiple unit structures to the larger, more luxurious multiple unit structure. All projects should have a high quality design and provide amenities to make the project an attribute to the overall cityscape of Vista.

OBJECTIVE 12 - Medium High Density projects are encouraged in the form of multiple family developments where they are compatible with adjacent land uses, ensuring that multiple family developments are adequately separated from single family developments.

POLICY 12.1 - Overall density in the Medium High Density category shall not exceed fifteen (15) dwelling units per acre.

POLICY 12.2 - Development shall be allowed in the form of duplexes, patio homes, townhomes, condominiums, and apartments.

POLICY 12.3 - All development shall provide adequate access to city streets.

POLICY 12.4 - Parking shall meet established City standards for multi-family development.

POLICY 12.5 - Public facilities improvements shall be required of any development to meet the demand of higher intensity land uses.

POLICY 12.6 - Design of projects within this category shall be sensitive to the surrounding neighborhoods by providing adequate buffers to lower intensity uses and shall not exceed two (2) stories in height.

POLICY 12.7 - Multiple family projects shall provide sufficient open space to balance the developed areas of the site.

POLICY 12.8 - Multiple family projects shall be encouraged to provide recreational uses, such as but not limited to, tot lots, picnic areas and pools.

HIGH DENSITY (HD)

The High Density Residential category of the Land Use Plan is the highest density designation of the Vista General Plan. It presently occupies approximately 603 acres or 2.7 percent of the land in the Vista Planning Area. High Density areas are presently found along or around major arterials near downtown and in the Shadowridge development to the south. Some properties in Vista are built to an overall density higher than that allowed in this category. These are typically older developments and most are found in or near the downtown area.

High Density typically functions as a land use designation for multi-family development in the form of apartments and condominiums. Areas with this designation are few and should remain so to preserve the semi-rural residential atmosphere of the City.

OBJECTIVE 13 - High Density projects are acceptable where they are compatible with adjacent land uses, ensuring that these projects are adequately separated from single family developments.

POLICY 13.1 - Overall density in the High Density category shall not exceed twenty-one (21) dwelling units per acre.

POLICY 13.2 - Preferred development shall be in the form of patio homes, condominiums, or apartments.

POLICY 13.3 - All development shall provide adequate access to City streets.

POLICY 13.4 - Parking shall meet established City standards for multi-family development.

POLICY 13.5 - Public facilities improvements shall be required of any development to meet the demand of higher intensity land uses.

POLICY 13.6 - Design of projects within this category shall be sensitive to the surrounding neighborhoods by providing adequate buffers between lower intensity uses.

POLICY 13.7 - Multi-family structures shall not exceed two stories in height.

POLICY 13.8 - High Density multi-family projects shall provide sufficient open space to balance the developed areas of the site.

POLICY 13.9 - High Density multi-family projects shall be encouraged to provide recreational uses and activities such as but not limited to tot lots, picnic areas, ball courts and pools.

MOBILE HOME PARKS

Mobile Home Parks are not classified as a separate land use designation, but do constitute a vital portion of the residential land use area. They generally provide an important source of low and moderate income housing. There are currently 19 mobile home parks or approximately 9 percent of the households in the Vista Planning Area. The City of Vista recognizes the need to maintain existing mobile home parks and, if closure of a park occurs, encourage the development of relocation parks or the purchase of mobile home park by the tenants.

OBJECTIVE 14 - Existing Mobile Home Parks and their facilities should be maintained where appropriately located and encouraging both rental and resident-owned parks as a source of low and moderate cost housing. Knowing that park closures may occur, the City should encourage the development of relocation park(s).

POLICY 14.1 - Mobile Home Parks shall be encouraged to locate or remain in areas where compatible with existing land uses and adequate public services are available.

POLICY 14.2 - Mobile Home Parks shall be located or remain in areas with similar uses and densities.

POLICY 14.3 - Mobile Home Parks should be located or remain in areas where they are compatible with existing land uses and in close proximity to circulation, transit availability, commercial areas, and the provision of public services and facilities.

OBJECTIVE 15 - Establish financial incentive programs that will encourage and enable mobile home park purchases by homeowners with consent of the park owners.

COMMERCIAL

INTRODUCTION

Commercial land use designations in the General Plan are divided into six land use categories. Classifications are typically divided by intensity and type of use with the less intense uses found in the neighborhood areas and the more intensive uses found in community or regional commercial centers. Approximately 6.6 percent of the Planning Area, or 1,468 acres are designated for commercial use as indicated in Table 4.

TABLE 3

VISTA PLANNING AREA
TOTAL AND PERCENT COMMERCIAL ACREAGE

<u>CATEGORY</u>	<u>TOTAL ACRES</u>	<u>% OF ACRES</u>
Commercial Office (CO)	73	0.3
Neighborhood Commercial (CN)	402	1.8
General Commercial (GC)	849	3.9
Commercial Service (CS)	48	0.2
Central Business District (CBD)	64	0.3
Commercial Industrial Service (CIS)	32	0.1

Commercial development requires ease of access for shoppers, and a variety of goods and services to meet the needs of the community. Commercial development provides areas for retail and wholesale activities which increase the employment base and tax base of the City. A variety of shopping opportunities are also made available to the residents of Vista, further enhancing the economic benefits associated with commercial development.

Commercial areas in the Vista Planning Area are predominantly located along major traffic corridors and in the downtown area. Much of Vista's commercial development has occurred in the form of strip commercial activities, with newer developments most often being in small to medium-sized center configurations.

The review of commercial development projects will emphasize quality of the overall proposal. This includes compatibility with neighboring areas, adequacy of traffic circulation, parking, landscaping and other features which will provide Vista with functional and attractive commercial development. Commercial uses should be grouped into compatible type developments which compliment uses and design features.

GOALS, OBJECTIVES AND POLICIES

GOAL: Provide appropriately located commercial, retail and office facilities offering a wide variety of goods and services, primarily to meet the needs of local residents.

The following objectives and policies will guide the overall development in the commercial designations. Policies that pertain to a specific commercial classification are listed in that land use section following the overall policies.

OBJECTIVE 16 - Enhance the level and quality of business activity in Vista by encouraging concentration of retail/commercial uses in nodes and reducing strip commercial activities wherever possible.

POLICY 16.1 - Commercial land uses shall be located so as to be compatible with adjacent land uses and the circulation system.

POLICY 16.2 - Encourage the consolidation of commercial lots to provide a larger site area for development of commercial centers with common access, parking and design features.

POLICY 16.3 - Encourage commercial site design and parking layouts that maximize interconnection of commercial developments.

POLICY 16.4 - Encourage pedestrian orientation and public plaza or open space areas within commercial developments, including pedestrian - scale landscaping, seating areas, and signage.

POLICY 16.5 - Provide for small commercial sites to offer retail, leisure and service facilities easily accessible to the users.

OBJECTIVE 17 - Enhance existing commercial strips by stimulating development of non-retail uses between retail nodes.

OBJECTIVE 18 - Provide access in a manner that discourages direct access onto the major roads where residential uses are substituted for commercial activities along major roads.

POLICY 18.1 - Encourage the development of access onto connector streets, alleys or other streets which minimize driveway cuts on major streets and permit traffic from residential uses near commercial areas to enter major roads at street intersections.

OBJECTIVE 19 - Concentrate complementary commercial uses to create strong centers of activity. This could include districts such as financial, cultural, office/professional, restaurant, retail and recreation areas.

POLICY 19.1 - Identify areas appropriate for commercial districts and develop design standards to create and carry out themes for each district.

POLICY 19.2 - Encourage the renewal and rehabilitation of existing older retail commercial areas to maintain their viability in meeting community needs.

POLICY 19.3 - Coordinate setbacks of structures, reorientation of business entrances, thematic landscaping, minimizing curb cuts and consolidation of entry/exit locations as part of commercial rehabilitation or renovation.

OBJECTIVE 20 - Establish overall design standards for commercial development to promote architectural integrity and overall continuity.

POLICY 20.1 - Provide landscaped areas within commercial developments, including trees and planted buffer areas in parking lots, adjacent to streets, and internal to the commercial project.

POLICY 20.2 - Screen delivery and loading areas and refuse disposal areas from the view of adjacent uses and publicly accessible areas such as streets or open space.

POLICY 20.3 - Buffer commercial land uses from adjacent areas through the use of screening landscaping, walls, fencing or other appropriate means.

POLICY 20.4 - Encourage passive and active energy conserving designs in commercial buildings and site layout.

OBJECTIVE 21 - Require adequate access to commercial nodes, with adequate parking to serve the business customers.

POLICY 21.1 - Commercial land uses shall be located on a major circulation corridor (major collector or arterial streets).

POLICY 21.2: Each commercial development shall provide adequate ingress and egress for the associated traffic.

POLICY 21.3: Adequate parking shall be provided which meets City standards established for commercial uses.

POLICY 21.4: Promote replacement of individual store parking lots with shared parking areas wherever possible.

OBJECTIVE 22: Encourage the development of a mixture of land uses along the Highway 78 freeway corridor, thereby discouraging the development of exclusively strip commercial uses.

POLICY 22.1: Provide regionally oriented commercial development to serve the traveling public and provide freeway oriented uses along the Highway 78 corridor where direct access is available.

OBJECTIVE 23: Attract new commercial activity to improve the tax base of the community.

POLICY 23.1: Provide sufficient commercially designated land for retail and non-retail business that will accommodate a broad range of services and goods.

OBJECTIVE 24: Encourage retail commercial development to the maximum feasible extent to provide for shopping opportunities within the City limits.

POLICY 24.1: Provide a wide range of commercial goods and services to meet the day-to-day and specialized commercial needs desired by residents of Vista.

COMMERCIAL LAND USE DESIGNATIONS

COMMERCIAL NEIGHBORHOOD (CN)

Commercial Neighborhood (CN) designations exist throughout the Vista Planning Area and are located to accommodate commercial facilities providing frequently needed goods and services convenient to the nearby area. Approximately 402 acres or 1.8 percent of the Vista Planning Area are designated CN. Commercial Neighborhood designations are typically found along major travel routes of the City and include convenience markets and individual shops on small sites as well as neighborhood shopping centers.

This designation encourages concentrated and consolidated shopping opportunities including, but not limited to, food and convenience stores, personal services, eating and drinking establishments, gas stations, banks and other neighborhood serving uses.

Commercial development in this category generally involves the sale of goods and services at the neighborhood level, including the following types of activities:

1. Food Sales and Services - Retail sale of food or beverages for off-site or on-site consumption such as, but not limited to, grocery stores, neighborhood markets, restaurants, specialty food stores (retail bakeries, health foods, ice cream, etc.).
2. Convenience Sales and Services - Sale of frequently needed items or convenience goods and services such as, but not limited to, news stands, barber or beauty shops, pharmacies, self-service laundromats and dry cleaning drop off.
3. Automotive services - Service stations which involve minor auto repairs and service only.

In addition, a "Commercial Neighborhood Special" category is included on the Land Use Map. This designation is to encourage development of small,

single purpose neighborhood commercial uses on sites conducive to pedestrian traffic. Examples of this single purpose use would include, but are not limited to small grocery stores, dry cleaners, drug stores, and bed and breakfast facilities.

OBJECTIVE 25 - Encourage the development of neighborhood serving uses to meet the needs of Vista residents.

POLICY 25.1 - Where possible, Commercial Neighborhood designations should provide nodes of service to neighborhoods and be located at key intersections throughout the City.

POLICY 25.2 - Pedestrian access should be encouraged from neighborhoods to the commercial nodes through the development of sidewalks and pedestrian walkways (hiking trails).

OBJECTIVE 26 - Encourage single purpose neighborhood uses that would serve nearby residents, particularly where trip lengths are reduced.

POLICY 26.1 - Single purpose commercial uses shall be located in neighborhoods that are conducive to pedestrian traffic.

POLICY 26.2 - The single purpose sites ideally should be approximately one acre in size, but may be increased where appropriate.

COMMERCIAL OFFICE (CO)

Commercial Office (CO) designations provide areas for businesses and professional office services with limited ancillary uses to support such office uses. Approximately 73 acres or 0.3 percent of the Vista Planning Area are designated Commercial Office. The majority of this land use type is found along Melrose Drive between West Vista Way and Olive Drive, and additional CO areas can be found along South Melrose Drive including the San Diego County Office complex. Commercial development in this category includes office professional type uses which are independent of other types of activity. Uses allowed and encouraged in this category would include but not be limited to, professional office uses for physicians, attorneys, financial services, consultants, administrative and business services, etc. Commercial uses in this category would provide an impetus to broaden the Vista tax base and provide services to the residents of Vista.

OBJECTIVE 27 - Improve the employment base of Vista to enable a greater number of City residents to work in the City of Vista.

POLICY 27.1 - Provide for adequate development of office uses within Vista.

POLICY 27.2 - Retail trade in the CO area shall be limited to those ancillary uses which support the daytime activities of the office uses such as restaurants (not having drive-thru windows), delicatessens, outlets for pickup and delivery of dry cleaning (where the actual service is performed off-site) day-care and other uses which provide services to the daytime activities of the office personnel.

GENERAL COMMERCIAL (CG)

The General Commercial (CG) category provides for a broad range of retail sales and services. Approximately 849 acres or 3.9 percent of the Vista Planning Area are designated CG. The CG designation can be found throughout the Vista Planning Area adjacent to major traffic corridors.

The General Commercial designation provides for a more intense and heavier retail and commercial service uses which give Vista a broader range of services than found in the Neighborhood Commercial. Intended uses include community shopping centers, department stores, restaurants, financial institutions, automotive services, minor repair and other specialized sales and services. These include, but are not limited to, instructional services, amusements, sales and repair of consumer goods such as home appliances, furniture and similar items. Additional uses would include group assembly activities such as churches, dance halls, night clubs and theatres, any hotels and motels for transient accommodations only.

COMMERCIAL SERVICES (CS)

The Commercial Service designation allows for higher intensity commercial uses of a wholesale or major repair nature, and commercial uses involving preparation and assembly, in the Vista Planning Area. The CS designation can be found on 48 acres of land or 0.2 percent of the property in the Vista Planning Area. The uses associated with this category are typically heavier commercial operations

such as wholesale ancillary to industrial uses or major repair services related to heavy equipment or automobiles. These heavier uses are typically not compatible with the lower intensity retail sales found in the previous commercial categories.

Commercial development in this category would consist of retail business supply activities such as the sale of office equipment and similar supplies directly to the end user, general wholesale activities including the sale and warehousing of commercial and industrial goods and commercial uses involving preparation or assembly such as bakeries, the outdoor storage of material and equipment associated with the sales or service activity, transport and warehousing activities including freight handling, shipping, moving and storage and vehicular sales and servicing of both major and minor repairs.

OBJECTIVE 28 - Provide for the development of higher intensity commercial areas in Vista.

POLICY 28.1 - All uses which require direct access to major thoroughfares by trucks larger than 2 axles shall conform to standards for parking and maneuvering of such vehicles as established by the City Engineer.

POLICY 28.2 - All outdoor storage areas shall be screened by the use of masonry walls and landscaping where appropriate.

POLICY 28.3 - All uses in the CS category shall be buffered from residential areas with increased setbacks, masonry walls and/or landscaping as appropriate to specific site conditions.

COMMERCIAL INDUSTRIAL SERVICE (CIS)

The Commercial Industrial Service (CIS) category includes approximately 32 acres of land located in the south area of the City along Business Park Drive and Palomar Airport Road. The CIS category allows commercial use ancillary to the adjacent industrial area. This designation is to provide locations for a combination of professional and business offices and selected commercial activities in support of the needs of the employees and businesses in an industrial park.

OBJECTIVE 29 - Encourage the development of commercial support facilities and services to accommodate the requirements of industrial park users.

POLICY 29.1 - Commercial Industrial Service uses shall be implemented through the use of Specific Plans which will specify uses, conditions of operations and design standards.

POLICY 29.2 - Commercial Industrial Service uses shall consist of uses ancillary to nearby industrial activity such as, but not limited to: hotels, restaurants, travel agencies, stationery supply stores, health and athletic facilities.

POLICY 29.3 - Enable outside users of the Business Park to enjoy sufficient commercial services without conflicting with the residentially generated commercial traffic conducting business elsewhere.

CENTRAL BUSINESS DISTRICT (CBD)

The downtown area of Vista, is defined by the Central Business District (CBD) designation, and is considered the commercial core area of the City. The downtown encompasses approximately 64 acres or 0.3 percent of the Planning Area of Vista.

In 1986, a Specific Plan (Number 26) was adopted for the downtown area. The boundaries of the Central Business District designation conform to the boundaries outlined by Specific Plan Number 26, and will not be applied to any other property in the Planning Area.

The Central Business District designation, through the Specific Plan, provides for various land uses which are compatible with the nature of a downtown core area. The Specific Plan describes the land uses and regulations for downtown, including conditions, programs, and criteria for implementation of the Specific Plan.

The Specific Plan is designed to enhance, improve and stimulate economic revitalization for the "Old Downtown" area. The uses intended include a variety of commercial goods and services, retail sales activities, restaurants, offices, a pedestrian orientation and some residential to be incorporated into a mixed use activity center for the downtown.

Any change in the land uses within the CBD will be accomplished through the amendment of Specific Plan Number 26, "Downtown Vista" and will not require an amendment to the General Plan. A General Plan Amendment will be necessary only to add land to the CBD designation or delete land from the CBD designation and would require a concurrent Specific Plan amendment to establish the land use of the area to be added or deleted.

OBJECTIVE 30 - Create a strong retail commercial focal point in downtown Vista.

POLICY 30.1 - Encourage commercial development in the Central Business District in conformance with Specific Plan Number 26.

POLICY 30.2 - Site development plans for development in the CBD filed with the Director of Planning should be expeditiously processed, with minimum review when in compliance with adopted guidelines for architectural design, signage, landscaping, parking, and other items as required by Specific Plan Number 26.

OBJECTIVE 31 - Encourage pedestrian activity in the downtown area by improving the pedestrian environment.

POLICY 31.1 - Provide sidewalk improvements, landscaping and street furniture for functional and attractive pedestrian corridors in the downtown CBD designation.

INDUSTRIAL

INTRODUCTION

The industrial land use classifications are divided into three categories, Industrial General (IG), Industrial Park (IP) and Research Light Industrial (RLI). Approximately 6% of the Planning Area or 1,306 acres are designated for industrial uses as indicated in Table 5.

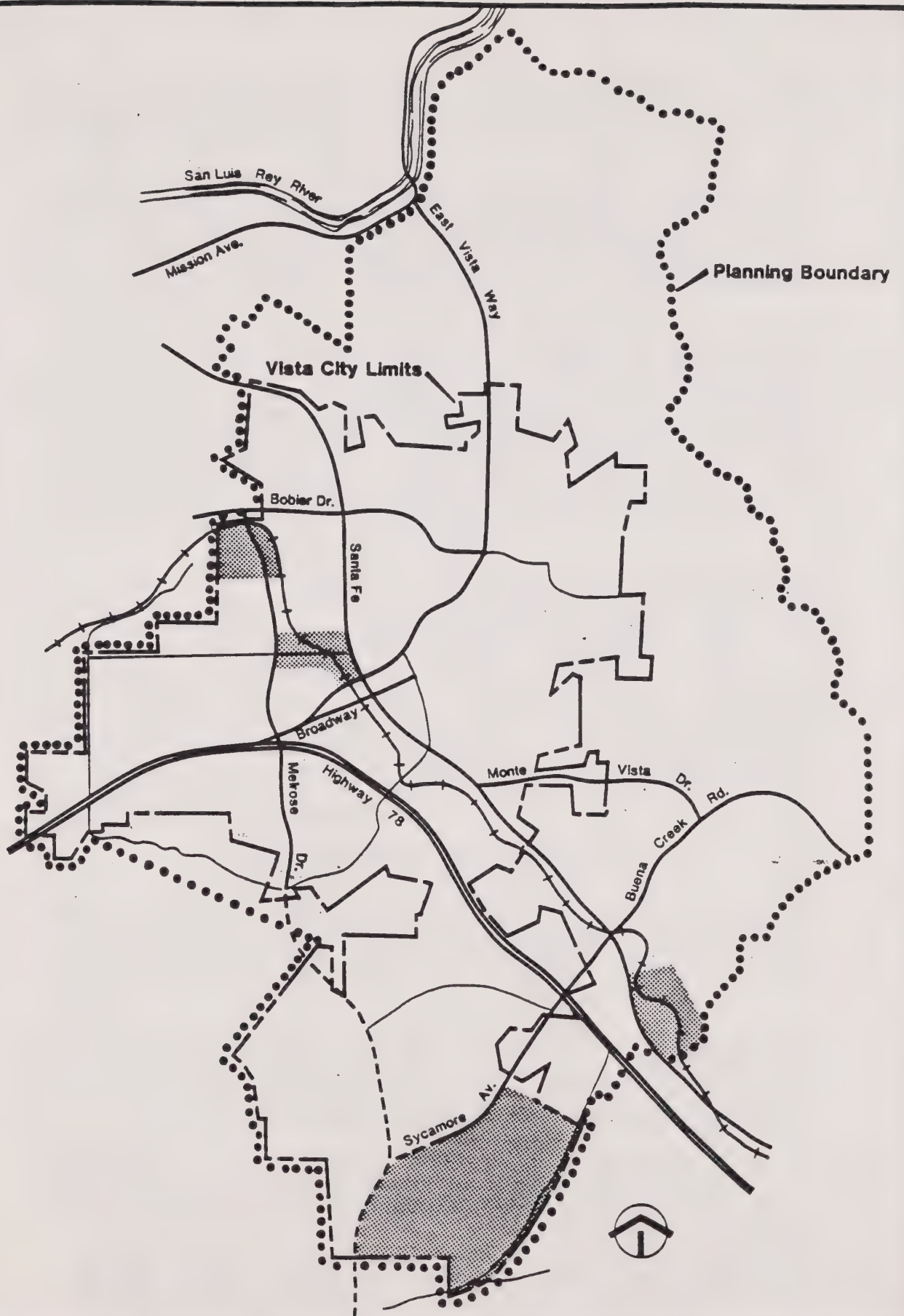
TABLE 4
VISTA PLANNING AREA
TOTAL AND PERCENT INDUSTRIAL ACREAGE

<u>CATEGORY</u>	<u>TOTAL ACRES</u>	<u>% OF TOTAL</u>
Industrial General (IG)	512	2.3
Industrial Park (IP)	206	0.9
Research Light Industrial (RLI)	588	2.7

Though only a small percentage of the Planning Area is classified for industrial uses, it does represent the economic backbone of the community through employment opportunities as well as creating addition commercial activity. These opportunities boost the tax base of the community and provide jobs for the local residents.

The industrial land is primarily aggregated into four sections of the Planning Area, two of which are older, largely established areas and two of which are more recent industrial developments (See Exhibit 4). The more established areas are located near downtown, along Olive and the AT & SF railroad tracks, and also along South Santa Fe Avenue near Smilax. The South Santa Fe area is currently within the unincorporated San Diego County area, therefore, Vista has no direct control of development in this area.

The newly developing industrial areas will be located in the southern portion of the Planning Area in the vicinity of Sycamore and also at the northern boundary, near North Melrose. The older North Santa Fe area borders the City of Oceanside boundaries and the Sycamore area is adjacent to the City of Carlsbad boundaries, therefore, particular attention should be given to insure the circulation network between the cities is integrated. This is especially important



INDUSTRIAL AREAS

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with the Sycamore area since it is adjacent to the Carlsbad Oaks Industrial Park and the Sandru Industrial project.

The North Melrose area and to a lesser degree, the Sycamore areas, abut residential land uses. Therefore, it is very important that industrial projects in these areas exhibit a high degree of design sensitivity and incorporate extensive buffering and visual screening into the total project design.

Industrial uses by their nature generally utilize large parcels of land and require access to major thoroughfares for efficient movement of associated business, employee and truck traffic. The two newer industrial areas, North Melrose and Sycamore, fulfill these requirements by providing large tracts of industrial land, which are located near major arterials of the City and, in the case of the North Melrose area, are also located near a railroad.

In order for Vista to maintain its "hometown", semi-rural character, even in the industrial areas, special attention to the transition between land use and the implementation of design guidelines should be encouraged. The requirement for specific plans in these areas is one way to help insure quality development. For instance, the use of buffering between residential and industrial uses is important, as well as wide setbacks along the major streets with extensive and attractive landscaping and berm to create smooth visual transitions.

GOALS, OBJECTIVES AND POLICIES

GOAL: Encourage industrial development which provides for an expanded employment base in Vista, in addition to commercially generated service jobs to allow residents the opportunity to live and work in their community.

The following objectives and policies will guide the overall development in the industrial designations. Policies that pertain to a specific industrial classification are listed within that land use section.

OBJECTIVE 32 - Require that any industrial use be compatible with surrounding land uses and buffered to create smooth visual transition and noise attenuation.

POLICY 32.1 - Industrial land uses shall be located so as to be compatible with adjacent land uses and the circulation system.

POLICY 32.2 - Industrial land uses shall be buffered from adjacent land uses through the use of topographic features, open space, screening or other appropriate means.

OBJECTIVE 33 - Ensure that the industrial land uses are compatible with the circulation system and provide adequate access and off-street parking for these uses.

POLICY 33.1 - Industrial land uses shall be on or in close proximity to a major corridor (major collector or arterial streets).

POLICY 33.2 - Industrial uses that are traffic generating shall be located in proximity to circulation corridors capable of handling the traffic volumes.

POLICY 33.3 - Each industrial development shall provide adequate ingress and egress for the associated traffic.

POLICY 33.4 - Adequate parking shall be provided which meets acceptable standards established for industrial uses.

POLICY 33.5 - Circulation systems at City boundaries shall be coordinated to provide an integrated transportation network with surrounding communities.

OBJECTIVE 34 - Establish overall design standards for industrial developments to ensure that they are of high quality, attractive, functional in design and construction and with substantial landscaping to provide adequate usable and visual open area on the site.

POLICY 34.1 - Industrial uses shall be approved through a specific plan and/or development plan which address specific design standards such as, but not limited to, landscaping, parking, architectural treatment and signage.

POLICY 34.2 - Incorporate usable and passive open space areas as an integral part of the site design.

POLICY 34.3 - Design industrial development to compliment the surrounding land uses and topography.

POLICY 34.4 - Wide setbacks along street frontage shall be encouraged with extensive landscaping and compatible street furniture.

POLICY 34.5 - All outside storage shall be completely screened from view.

OBJECTIVE 35 - Encourage the development of clean industrial uses and regulate industrial development in accordance with performance standards and adequate safeguards to ensure the health, safety and welfare of surrounding population.

POLICY 35.1 - Industrial development shall conform to environmental standards for industrial emissions and disposal established by NEPA, CEQA and local ordinances and in the event of overlapping standards, the more restrictive shall apply.

POLICY 35.2 - Encourage passive and active energy conserving designs in industrial buildings and site layout.

OBJECTIVE 36 - Encourage industrial development to provide employee-related amenities such as on-site child care, outdoor eating and recreational areas, which enhance the overall work environment of the employee.

POLICY 36.1 - Industrial development areas shall be planned to allow for incorporation of related support commercial and social uses (i.e. deli's, restaurants, athletic clubs).

POLICY 36.2 - Encourage employee amenities (i.e. outdoor lunch areas, jogging trails, recreational facilities) to be incorporated as part of the project design or are available within the general vicinity of the development.

POLICY 36.3 - Day care centers shall be encouraged either on-site or in close proximity to the industrial uses where individual business cannot support their own day care facility.

INDUSTRIAL LAND USE DESIGNATIONS

INDUSTRIAL GENERAL (IG): This designation can be found in the southern part of the planning area, along Sycamore Avenue and near the downtown area along Olive Avenue and the AT&SF Railroad. Approximately 502 acres or 2.3 percent of the Planning Area is designated Industrial General.

The Industrial General classification will allow for general manufacturing activities that have moderate nuisance characteristics (i.e. noise, smoke, dust odor

or glare) and heavy manufacturing activities that may create greater nuisance characteristics. Examples of the general manufacturing uses would include beverage manufacturer while the heavier manufacturing activities would be mining and processing facilities.

It is recognized that all heavy industrial uses cannot be precluded from the City. In order to accommodate these uses with Vista, the City should strive to formulate development standards to assist in making areas available for such uses.

OBJECTIVE 37 - Designate sufficient area for the development of heavy industrial uses to permit appropriate siting for uses such as auto dismantling yards, natural resource product centers, and trucking facilities, to meet the needs of the community.

POLICY 37.1 - Require review and approval of a specific plan which will address uses, conditions of operation and design standards.

POLICY 37.2 - Industrial General uses shall be adequately screened to reduce glare, noise, dust and vibrations.

POLICY 37.3 - Industrial General uses shall include general and heavy manufacturing activities. For example bakeries, alcoholic beverage bottling companies, chemical or glass manufacturer, manufacturing of large metal goods, and manufacturing of goods which produce moderate to heavy nuisance characteristics such as noise and emissions.

POLICY 37.4 - Development standards should be formulated by the City to accommodate heavy industrial uses in appropriate locations within the Planning Area.

POLICY 37.5 - Heavy industrial uses shall be located and designed in accordance with development standards to ensure they are compatible with uses in the surrounding area.

INDUSTRIAL PARK (IP): The Industrial Park classification can be found in the southern industrial area of the planning area along Sycamore Avenue and the industrial area along South Santa Fe. Approximately 220 acres or 1.6 percent of the Planning Area is designated Industrial Park.

Industrial Park uses will typically be less intense industrial uses that are cleaner and have fewer nuisance characteristics. Industrial uses in this category include custom manufacturing activity such as jewelry making and light industrial activities such as pharmaceutical manufacturing.

OBJECTIVE 38 - Encourage the development of clean and light manufacturing uses whose products may be assembled, packaged and processed on site.

POLICY 38.1 - Development under the Industrial Park designation shall be implemented through the use of Specific Plans which will specify uses, conditions of operations and design standards.

POLICY 38.2 - Industrial Park uses shall consist of custom and manufacturing activities and light manufacturing activities conducted in a completely enclosed structure. Examples of this would be the manufacturing of custom and non-custom clothing, jewelry making, scientific equipment, electrical equipment, high technology instruments, small metal products and soft drink bottling.

POLICY 38.3 - Industrial Park uses shall allow for the light manufacturing, assembly, packaging, processing, fabrication and storage of products to be sold on-site where the retail area is limited to 25% of the floor area.

POLICY 38.4 - Encourage a variety of industrial uses, particularly those having point-of-sale products available in Vista (i.e. mail order sales).

RESEARCH LIGHT INDUSTRIAL (RLI): The Research Light Industrial category is found in the south portion of the planning area along Sycamore Avenue, Business Park Drive, Poinsettia Avenue, and La Mirada Drive. Approximately 588 acres are designated Research Light Industrial or 2.7 percent of the Planning Area.

The Research Light Industrial category was established in conjunction with the Vista Business and Research Park Specific Plan (Specific Plan No. 20.) The approved Specific Plan addresses the development standards for the Research Light Industrial category with details on height, use, architectural guidelines, signage as well as other development requirements.

The uses permitted in the Research Light Industrial designation are divided into two categories, Commercial and Research Light Industry. The intent and purpose of

the Commercial category is to provide a combination of professional offices and selected commercial activities that support the needs of the employees and businesses in the park. Examples of this use would include restaurants, employment agencies, hotels and motels, banks, athletic facilities, accountants and insurance companies.

The Research Light Industry uses are intended to be located on parcels of two acres or larger and are involved primarily in research, testing, developmental laboratories and light industrial engaged in manufacturing. Examples of this category would include electronics, printing and publishing industries, direct mail advertising services, medical and dental uses and corporate headquarters.

OBJECTIVE 39 - Encourage research and light industrial park development.

POLICY 39.1 - Research Light Industrial development shall be in conformance with Specific Plan No. 20.

POLICY 39.2 - Land uses that are not listed in Specific Plan No. 20 may be considered under the Major Use Permit, Minor Use Permit or Special Use Permit if they are deemed compatible.

POLICY 39.3 - Encourage development of a integrated circulation network with the adjacent Carlsbad Oaks Industrial Park and the Sandru Industrial project.

CIVIC LAND USES

INTRODUCTION

The Civic Land Use classification designates areas currently being used for governmental and public functions. Civic facilities, for the purpose of this General Plan, can be defined as publicly owned and operated uses that provide a necessary and/or desirable service to the community. Examples of existing civic facilities include fire stations, law enforcement facilities, court house, government offices , storage yards, libraries, parks and schools.

As the population of the Vista Planning Area increases, subsequent planning for appropriate sites for new civic facilities will be necessary. The future sites for civic uses should be evaluated for compatibility with adjacent land uses and, where possible, should be grouped with other related activities. In addition, the topographic suitability and size of the site should be evaluated as well as accessibility to major transportation corridors. It is also important to locate civic uses on sites that are near the population they serve so that the commuting distance is as short as possible.

GOALS, OBJECTIVES AND POLICIES

Goal: Provide and maintain a high level of quality and affordable public facilities and services to meet the needs of the citizens of Vista, ensuring that a consistent level is maintained as growth occurs.

OBJECTIVE 40 - Provide suitable sites for future civic facilities as the need arises.

POLICY 40.1 - Civic designated sites shall be topographically suitable for the proposed activity/facility.

POLICY 40.2 - Civic designated sites shall be accessible to major transportation corridors and existing or future public transit route.

POLICY 40.3 - Civic facilities shall provide adequate parking with easy ingress and egress to the site.

POLICY 40.4 - Civic designated sites shall be within easy commuting distance and/or time from the population they serve.

POLICY 40.5 - Civic designated sites shall be compatible with surrounding uses.

POLICY 40.6 - Grouping of civic facilities shall be encouraged when appropriate to provide economies of scale, or they may be dispersed throughout the community in order that the services provided may be readily available to the public.

POLICY 40.7 - Civic facilities shall be designed to include adequate open space areas that are attractively landscaped and to provide buffering and screening from adjacent land uses as is necessary.

OBJECTIVE 41 - Encourage the expansion of civic facilities to ensure that adequate services (i.e. fire protection, law enforcement services and libraries) are provided for the community.

OBJECTIVE 42 - Cooperate and coordinate with the Vista Unified School District, as appropriate, to ensure that additional school facilities are constructed in relation to population growth.

INSTITUTIONAL OVERLAY

INTRODUCTION

The purpose of incorporating the Institutional Overlay designation into the City's General Plan is to encourage future institutional development in areas that are relatively well-suited for public or quasi-public uses. This designation is intended to focus on locations within the Planning Area considered most suitable for such uses in order to encourage institutional development in locations that would be compatible with residential neighborhoods, commercial and industrial areas.

The specific overlay areas shown on the Land Use Map represent locations considered potentially suitable for institutional uses based on a variety of factors including, but not limited to, accessibility to major streets, compatibility with adjacent land uses, parcel size requirements and the ability to accommodate buffer areas if needed. Since the overlay can be placed on residential, commercial or industrial designations, it is essential that the institutional uses be compatible with the surrounding land uses and, in particular, with established residential neighborhoods. Compatibility should be evaluated based on items including, but not limited to, character and scale of the development, design features, intensity of use, existing traffic patterns, hours of operation, and effect on established neighborhood character.

Within the Institutional Overlay designation, the uses permitted within the underlying land use designations (i.e. single family homes in the low density residential, retail shops in the neighborhood commercial, etc.) would be permitted under the City's standard development application/approval process. Institutional uses could be developed in these areas as an alternative use under the same type of review. The institutional uses permitted in the overlay areas could include religious institutions, health care facilities, educational facilities, government buildings, non-profit uses, cultural uses and social service uses.

The unique nature and requirements of institutional uses and their need for a location easily accessible

to the residential portion of the community, would warrant the establishment of an institutional overlay zone classification. The implementing zoning mechanism should contain permitted uses and strict land use controls and guidelines to ensure that the specified use would be appropriate for the proposed site and fully compatible with the adjacent land uses.

Though this overlay designation is meant to encourage development of institutional uses within the selected areas, it does not preclude institutional uses from being located in other areas of the City if deemed appropriate by the governing body. In these other areas, such uses will require a more exacting review (usually but not necessarily a Special Use Permit) than that called for in the Institutional Overlay area or the normal uses allowed in the zone. This review will involve a detailed evaluation of the suitability of the particular use proposed for a specific property, and specific criteria must be met in order for the use to be approved.

OBJECTIVES AND POLICIES

OBJECTIVE 43 - Encourage institutional uses in areas considered well suited for public and quasi-public uses by showing these areas on an Institutional Overlay designation.

POLICY 43.1 - Processing and discretionary review of institutional projects shall be facilitated and simplified when proposed in institutional overlay areas.

OBJECTIVE 44 - Ensure that institutional land uses shall be compatible with surrounding land uses and circulation systems.

POLICY 44.1 - Institutional uses shall be located in areas that provide adequate and safe ingress and egress.

POLICY 44.2 - Institutional uses shall be located in proximity to circulation corridors capable of handling the traffic volumes generated by the specific use, preferably with direct access to an arterial or collector street.

POLICY 44.3 - Institutional uses shall be compatible with adjacent land uses and neighborhoods and provide buffering between uses wherever possible.

POLICY 44.4 - Adequate parking shall be provided on-site to meet City standards for institutional uses.

POLICY 44.5 - When not shown as an Institutional Overlay area, institutional uses should avoid locations in established residential areas where the neighborhood character would be changed by such uses.

ENVIRONMENTALLY SENSITIVE OVERLAY

The purpose of the Environmentally Sensitive Overlay designation is to identify environmentally sensitive areas within the Planning Area so as to ensure the preservation of certain physical terrain features. This overlay includes waterways, creeks and flood plains and area surrounding schools and parks. When this classification is applied to a primary land use category, it is not intended to restrict the number or types of permitted uses but rather to set forth standards for development in these areas.

Goal: Encourage careful management of community environmental resources through preservation of the creeks and other natural features in an open space network, support environmentally sensitive development so as to enhance the community image of Vista, and encourage compatible land uses around public parks and schools.

OBJECTIVE 45 - Preserve the overall natural drainage patterns of the community, providing flood protection and erosion control while maintaining the water quality and natural resources of the creek drainage basins.

POLICY 45.1 - Permitted uses shall be limited to those less intense uses which do not involve a heavy concentration of people or facilities.

POLICY 45.2 - Development standards shall conform to the City's Scenic Preservation Overlay Zoning regulations.

POLICY 45.3 - Significant existing natural resources should be incorporated into the design of new projects.

POLICY 45.4 - Creeks and channels in rural residential land shall be retained in their natural state through adequate buffering wherever possible.

POLICY 45.5 - In urban areas, creeks and channels should be retained in their natural state, except where the protection of life and property require the use of concrete channels or other methods of controlling water flow.

POLICY 45.6 - The City shall maintain appropriate legislation to keep the major natural watercourses free and clear of debris and refuse that can restrict the location and flow of water.

OBJECTIVE 46 - Insure that future development surrounding regional, city and neighborhood parks will be compatible with the park land and will provide a desirable and aesthetic use through innovative types of development.

POLICY 46.1 - The overlay designation shall apply to property within 600 feet surrounding public park land.

POLICY 46.2 - Encourage projects within the Overlay to develop site designs that complement features of the park through the landscaping.

POLICY 46.3 - Encourage projects within the overlay areas to retain and incorporate views of parks where feasible.

POLICY 46.4 - Development shall comply with the Scenic Preservation zone regulations.

OBJECTIVE 47 - Insure that future development around school facilities has traffic and use characteristics that provide a safe environment for school children.

POLICY 47.1 - The overlay designation shall apply to property which includes an area of 1,000 feet or two city blocks surrounding school facilities, whichever is less.

POLICY 47.2 - Development around school facilities shall be subject to site plan review for conformance to City regulations and policies on school safety.

POLICY 47.3 - The City shall consider, on a case by case basis, prohibiting or otherwise imposing special regulations on uses where substantial evidence in the record shows that the use can, by its nature, conflict with a nearby school, including encouraging loitering, truancy, or other activities contrary to an appropriate school environment.

IMPLEMENTATION

ZONING ORDINANCE

Zoning regulations are the primary mechanism for translating the General Plan land use designations into specific allowable uses and development standards for individual properties. Zoning maps and regulatory provisions, consistent with the land uses, objectives, policies and implementation measures of the General Plan, are to be applied to the land in the Vista City limits. Where changes in land use designations have been made, zoning will be changed where necessary for consistency.

SUBDIVISION REGULATIONS

Consistent with provision of the State Subdivision Map Act the City of Vista Subdivision Regulations provide standards for design and improvement of subdivided land within the City. Measures necessary or convenient to insure conformity to or implementation of the General Plan can be included under subdivision regulations and used in the evaluation of project proposals.

CAPITAL IMPROVEMENT PROGRAMS

The City of Vista has a 5-year Capital Improvement Program which lists the recommendations for study or construction of public works projects on an annual basis. The government Code Section 56402 requires Planning Commission review on a yearly basis for conformity to the General Plan.

CONSTRUCTION AND BUILDING CODES

Construction and Building codes set forth minimum standards and specifications for structural soundness, safety, occupancy factors and conditions of both new and existing developments. Codes such as the following are used by the City and other municipal agencies, to implement the General Plan's goals, policies and objectives:

- Uniform Building Code
- Uniform Mechanical Code
- Uniform Plumbing Code
- Uniform Electrical Code
- Uniform Fire Code

DEVELOPMENT REVIEW PROCEDURE

The Development Review process is presently used by the City to review development proposals for commercial, industrial and residential developments. It allows the City to review proposals in terms of land use compatibility and structure and site design features. The objectives, policies and guidelines established by the General Plan provide the framework for review. All development proposals must be found to be consistent with the General Plan goals, objectives and policies as part of the provisions of the Development Review process.

SPECIFIC PLANS

The Government Code Section 65450 allows the local jurisdiction to prepare specific plans "based on the general plan and drafts of such regulations, programs, and legislation as may in its judgment be required for the systematic execution of the general plan". The process is particularly applicable to larger undeveloped areas, areas under transition and areas designated for redevelopment which exhibit complex natural systems and man made features.

The City encourages the use of Specific Plans under the following conditions:

1. Where the territory in question has two or more property owners or where the territory is five acres or larger and contemplates two or more development types.
2. Where topographical or physical land circumstances make traditional zoning applicability undesirable.
3. Where General Plan designations divide property and a transition between land uses is desired.
4. Where property lines or lot sizes and /or shapes are such that applicable zoning regulations are impractical or undesirable.

Specific Plans are discouraged, however, under the following circumstances:

1. As a means of increasing residential density as its only purpose.

2. In cases where traditional zoning application is more desirable.
3. For projects where a single site plan project is contemplated, in which case a Development Agreement is more appropriate.

DEVELOPMENT AGREEMENTS

A Development Agreement is a contract between a private developer and the City wherein the developer agrees to execute a desirable project in a timely manner. In exchange, the City approves the project and guarantees that the land use entitlements or major conditions will not be changed for a specified period of time. Development Agreements may be used in the following circumstances:

1. When traditional zoning does not provide sufficient flexibility.
2. Where there is a single project proposed on a single lot or lots under common ownership.
3. Where the General Plan designations divide property and a transition between land uses is desirable.
4. To accommodate development bonuses as required by State Law.

Development Agreements are discouraged in the following circumstances:

1. As a means of increasing residential density as its only purpose.
2. In cases where traditional zoning application is more desirable.
3. For projects where a single site plan is contemplated and a specific plan is more appropriate.

ENVIRONMENTAL IMPACT PROCEDURES

The California Environmental Quality Act (CEQA) requires preparation of an Environmental Impact Report (EIR) for projects which may have significant impacts. Section 15080 (c) of the EIR Guidelines requires that the initial study of a project consider whether it is compatible with the General Plan. Additionally, an EIR must discuss any inconsistencies between the proposed project and the General Plan.

REDEVELOPMENT

The City of Vista City Council has been established as the Redevelopment Agency pursuant to California Community Redevelopment Law (Health and Safety Code, Division 24, Part 1.). It has adopted a Redevelopment Plan which establishes procedures for administrative, acquisition, improvement and funding activities within a defined redevelopment area. the purpose of the plan is to revitalize blighted areas and to improve development potential of areas within the City consistent with the General Plan. The principal financing mechanism for redevelopment is tax increment financing.

The City is required to review any proposed Redevelopment Plan to determine areas where it can assist in the implementation of the General Plan.

The actual density of development within each land use category will affect the ultimate buildout of the Planning Area. Therefore, a range of possible densities was used for each residential designation to reflect a low, medium and high yield at buildout as shown in Table 2. The buildout calculations were based on the gross acreage within each land use category as shown on the land use map. Any change in residential designations may affect the ultimate buildout. These estimates also used the current average per capita household size of 2.62 persons. SANDAG population forecasts for Vista indicates the household size decreasing to 2.55 persons in 1980 and 2.46 persons per household in the year 2,000.

INTRODUCTION

The Circulation Element of the General Plan depicts the major transportation routes, transfer points and location of scenic corridors. It also recommends policies related to circulation throughout the City.

Precise determinations on local street openings, closings and widenings are not indicated in the General Plan. Policies concerning local streets, however, are a part of this text, and these policies are stressed as being important in the overall movement of traffic throughout the City. The Circulation Element coordinates with the Land Use and other Elements of the General Plan. It must assure that the circulation of people and goods into, out of, and through the community is accomplished in the manner best suited to meet the needs of the majority of the citizens of the community.

Vista's topography poses special difficulties for establishing routes for major streets. The hilly terrain necessitates the location of major thoroughfares in valley or ridgeline areas, with little opportunity to provide connecting routes. Local streets have not been extended to relieve the burden of traffic from the collector streets. The adoption of specific plans for local streets would help preserve openings to carry traffic and relieve a portion of this burden. Care must be taken that the increased traffic on prime arterial and collector streets, which due to topography are located adjacent to residential areas, is routed in a manner to cause the least amount of detrimental effect possible.

In addition to the goals and objectives listed as a part of the General Plan, the specific policies concerning circulation are listed herein. The following are policies and standards to be followed by the City.

I. STREETS AND HIGHWAYS

A. Street Standards

1. State Highways

- a. Widths to be determined by State.
- b. To be declared scenic highways if possible.
- 2. Arterial Street (See Figure 1-a).
 - a. 100 feet to 126 feet in width.
 - b. Standard design to be varied depending on area.
- 3. Collector Street
 - a. Standard 84-foot collector (See Figure 1-b).
 - b. Minor collector--modified roadway width and parkways (See Figure 2-a).
- 4. Local Streets (See Figure 2-b)
 - a. 60 feet in width - standard.
 - b. Substandard width if parking turnout areas are provided and topography or obstructions dictate.
- 5. Hillside Streets (See Figure 3-a, b, c)
 - a. 40 feet right-of-way standard--28 feet paving. Sidewalks optional.
 - b. 36 feet right-of-way and minimum 24 feet of paving. Sidewalks optional.

B. Policies and Street Standards

- 1. Prime arterial and collector streets should be insulated from residential areas with banks, walls or landscaping.
- 2. Residential lots shall be designed in new subdivisions and divisions of land so that no driveways are permitted to enter directly onto a prime arterial or collector street.
- 3. When possible, the median strip in prime arterial streets should be landscaped, except in areas where left turn lanes are required.
- 4. Hillside streets and local streets in hillside areas should be flexible in design to meet the topographic limitations of the area. Parking turnout areas should be provided where topography allows, rather than extra street width being required for parking lanes.

ARTERIAL STREET

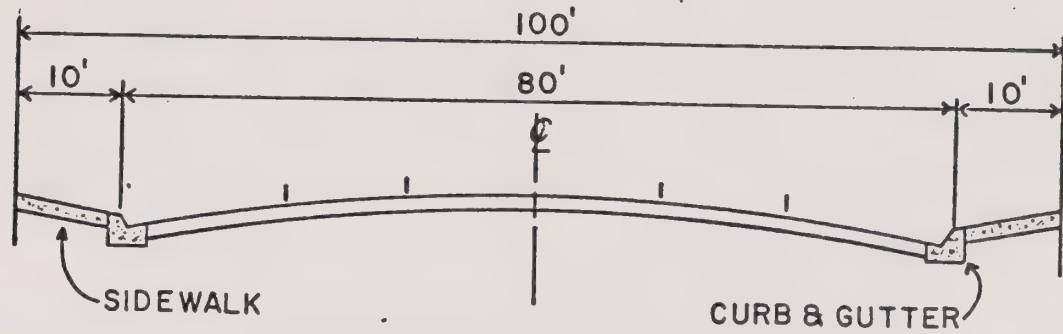


FIGURE 1.a

COLLECTOR STREET

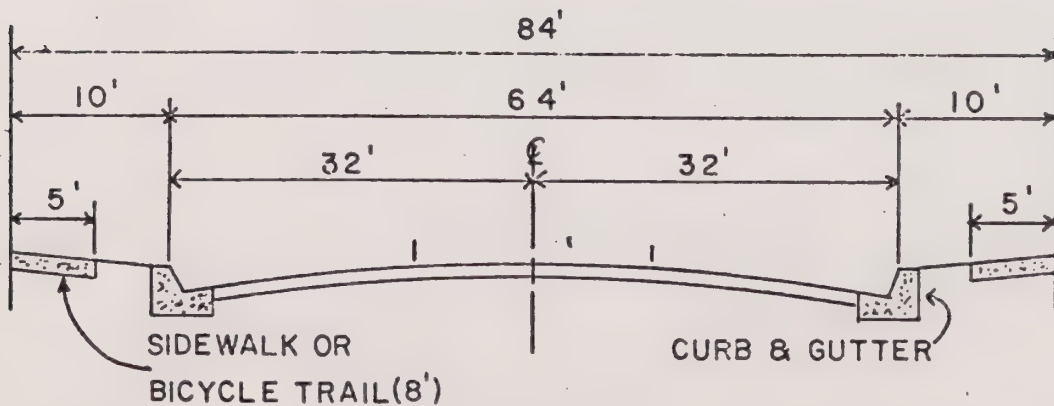
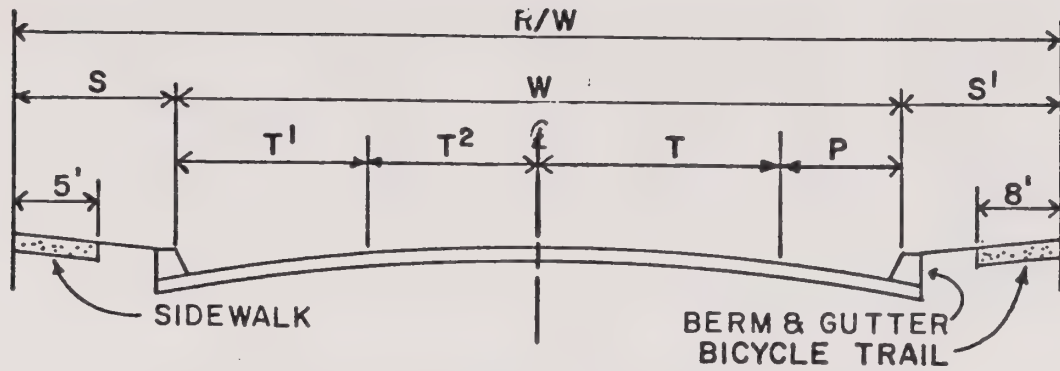


FIGURE 1.b

MINOR COLLECTOR STREET



R/W	W	S	S'	T ¹	T ²	T	P
70'	50'	10'	10'	13'	12'	25'	-0-
70'	58'	10'	2'	13'	12'	25'	8'
72'	52'	10'	10'	14'	12'	26'	-0-
72'	60'	10'	2'	14'	12'	26'	8'
78'	58'	10'	10'	13'	12'	25'	8'

FIGURE 2.a

LOCAL STREET

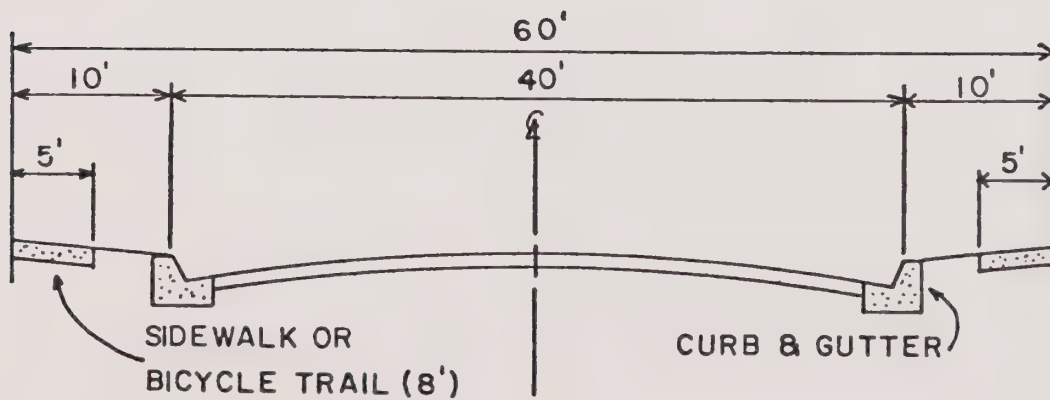


FIGURE 2.b

HILLSIDE STREET WIDTHS

TYPES	STANDARD		DIVIDED		MAX GRADE (at Cntr. Line)
	W	P	W	P	
ARTERIAL	64	48	VARIES	24	10 %
COLLECTOR	60	44	VARIES	22	12 %
LOCAL	36	24	VARIES	12	15 %
CUL-DE-SAC or LOOP	34	22			or 20% for max. of 600

FIGURE 3.a

STANDARD

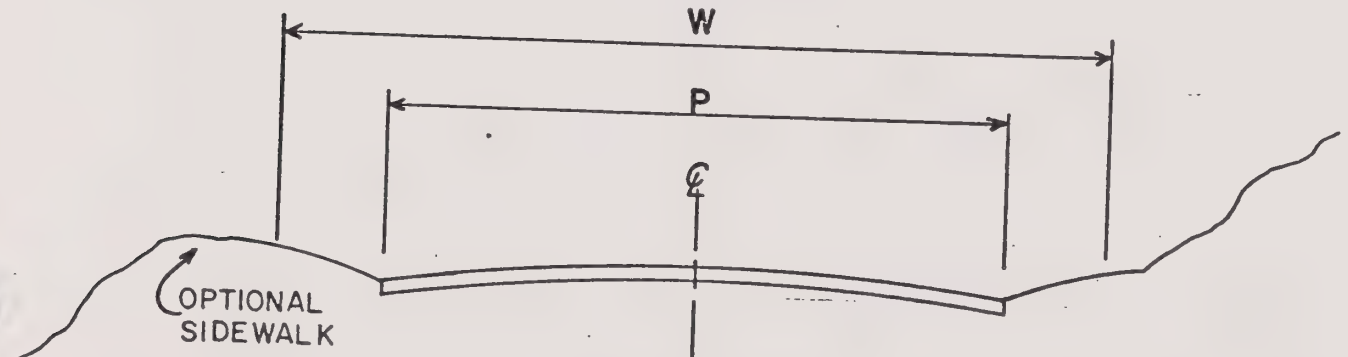


FIGURE 3.b

DIVIDED

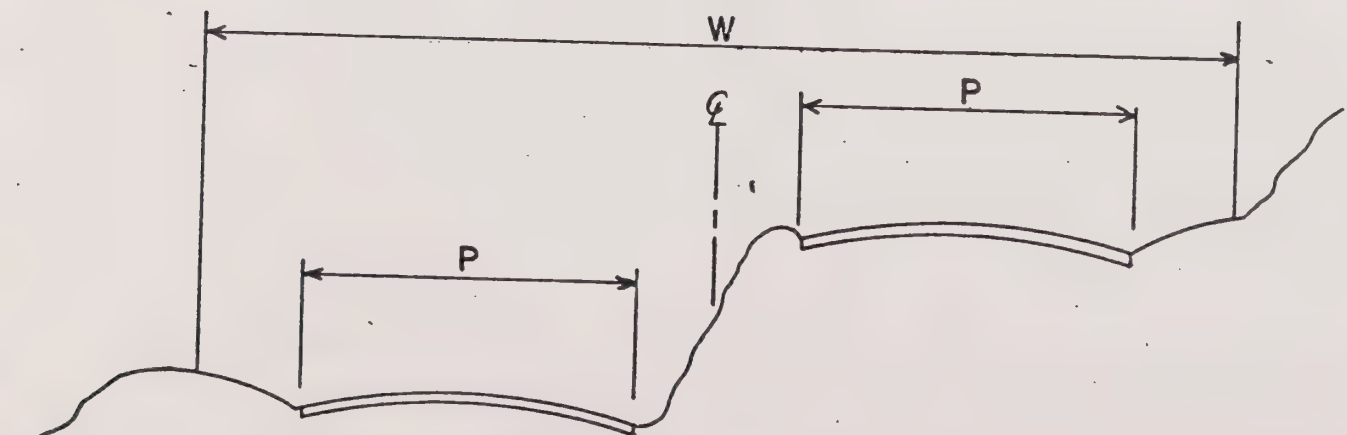


FIGURE 3.c

Divided roadways to limit the amount of cut and fill should be encouraged.

5. Minor collector streets shall be designed to carry four lanes of traffic in as narrow a right-of-way as possible. Provisions for parking lanes and bicycle trails will necessitate additional width. Standards should be flexible so as to permit parking on one side and any required bicycle trails on the opposite side.
6. Freeway rights-of-way should be heavily landscaped, with trees and shrubs to buffer adjoining uses and improve the appearance of the City.
7. When traffic counts warrant, delete parking along prime arterials and collectors so that extra traffic lanes can be provided.

C. Street Improvement Policies

1. Priorities for street improvements such as widening and extending shall be based on actual need as shown through traffic counts and congestion. Actual widening of streets, especially in residential areas, should not occur simply as a means of using Federal and State funds.
2. The completion of local streets shown on specific plans should be encouraged in areas which can relieve congestion on other local and collector streets or prime arterials.
3. Construction of curbs, gutters and sidewalks shall be completed along through streets in all areas as soon as alignment and grade have been determined. Suitable guarantees shall be made for future street improvements.
4. Phased construction of major and collector streets is to be encouraged in order to avoid premature construction of an entire street width when traffic needs do not warrant such construction.

II. PUBLIC TRANSIT

A. Bus Transportation Policies

1. The transit system agency shall install and maintain bus benches at all transfer points where intra-city bus routes intersect and at other spots along the routes where a need is determined.
2. The transit agency shall install bus shelters at major transfer points specified by the City Council.
3. A central transfer terminal for transfers between intra-city and inter-city buses shall be selected. This terminal is to provide safe off-street loading and unloading away from the mainstream of traffic.
4. Monthly bus-rider passes should be initiated and sold at a price which will encourage the purchase of the passes and the daily use of the buses.
5. The location of intra-city bus routes should be flexible and be expanded as population centers change.

B. Other types of Public Transit

1. Rail - the City of Vista will probably not be a part of the mass transit rail system of San Diego County and will not have rail service for passengers. It is anticipated that bus transit will serve the needs of the community for at least the next 20 to 30 years.
2. Other fixed guideway systems would not appear to be necessary to serve the community under today's technology.

IV. AIRPORTS

Palomar Airport will continue to serve the Vista area as a private airplane facility, with perhaps some light, non-scheduled commercial service in the future. No necessity or possibility is seen for the construction of additional air facilities within Vista's sphere of influence. The creation of private heliports is possible in the future, as well as for public uses such as police and public health purposes. If commercial helicopter use is indicated in the future, the appropriate location(s) for a heliport(s) can be determined at that time. The criteria for selection shall include, but not be limited to, public safety, minimal noise generation and the need for service.

V. IMPLEMENTATION

A. Funding

Several methods of funding are available for construction of public improvements, including street and drainage improvements, transit, and bicycle trails. Among these funding programs are:

1. FAU funding.
2. National Traffic Safety Standards - Highway design construction and maintenance.
3. County thoroughfare funds.
4. SB-36 - Bicycle Trails (2/3 funding on a project-by-project basis. Little money available.)

5. Safer roads demonstration program (spot improvements).
6. Bond issues.
7. Revenue-sharing.
8. General Fund.
9. Gas tax.
10. SB-325 funds - sales tax on gasoline - for mass transit, etc.
11. Others.

It is desirable that every effort is made to secure these funds at the time public improvements are needed. It is not suggested, however, that premature construction of improvements take place in order to obtain these funds. Special consideration should be made to obtain funds for the construction of bicycle trails. These funds should be expended on a priority basis as reviewed earlier. Funds for transit should be used in order to provide as efficient a bus service as possible for the community.

B. Action Plan

1. Each year priorities for street alignment studies, construction of improvements, bicycle trails and transit route studies should be adopted. The Circulation Element Citizens' Committee shall make recommendations to the City Council by the second meeting in February of each year.
2. The establishment of specific plan lines for each route designated on the General Plan is the first step necessary in preserving future right-of-way. These plan lines should be established as soon as possible, and priorities for the establishment of these plan lines shall be presented to the City Council at the second meeting in February of each year in conjunction with the Public Works Department.
3. A signalization schedule shall also be presented to the City Council by the Committee at the second meeting in February by the Traffic



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